## AMENDMENTS TO THE SPECIFICATION

**On Page 1, please revise paragraph 4 beginning on line 1 as follows:**

In order to achieve the above-described object, the invention according to ~~the respective claims~~ several forms is constructed. The invention ~~stated~~ described in the respective ~~Claims~~ forms may be applied to various motorbikes on which an airbag apparatus is mounted. In this specification, the term "motorbike" widely includes a saddle-type vehicle, that is, a vehicle of the type in which the occupant sits astride on a seat. For example, a motorcycle of the type having a fuel tank provided in front of an occupant's seat and a motorcycle of the scooter type having a space between the occupant's seat and a handle-supporting head pipe are both included. In addition to the motorcycles, a vehicle including three or more traveling wheels and being constructed so that the occupant is seated astride (for example, a three-wheeled motorbike used for delivering pizza, or a three- or four-wheeled baggy type motorcycle having a road ability), and a vehicle traveling with a sleigh or an endless track belt and being so that the occupant is seated astride, such as a snowmobile, are also widely included in the above-described "motorbike".

**On page 2, please revise paragraph 5 beginning on line 1 as follows:**

In the invention according to ~~Claim 1~~ a first form, an airbag apparatus includes an airbag, and the airbag is adapted to be supplied with expansion gas therein in case of a front collision of the motorbike. Typically, the construction in which the airbag and means for inflating the airbag, for example, an inflator or the like are stored in a retainer as a storing member, and expansion gas is supplied into the airbag by the operation of the inflator ~~is employed~~. Accordingly, the airbag is deployed and expanded while projecting toward an occupant crush protection area defined in front of the occupant.

**On page 3, please revise paragraph 9 beginning on line 6 as follows:**

The construction in which the handle cover is also used as the cover for the airbag is typically achieved by mounting the airbag to the handle unit. Generally, the motorbike has a construction in which the handle unit opposes (faces) the occupant crush protection area formed in front of the occupant, and thus the airbag can be projected stably and reliably toward the occupant crush protection area by mounting the airbag to the handle unit in such construction. ~~With~~ Tthe construction in which the airbag is mounted to the handle unit is superior in assemblability since the positioning of the airbag is easy.

**On page 3, please revise paragraph 11 beginning on line 1 as follows:**

Here, it is preferable that the handle cover according to ~~Claim 1~~ the first form includes a thinned portion as the allowable area as described in a second form ~~stated in Claim 2~~.

**On page 4, please revise paragraph 13 beginning on line 1 as follows:**

It is preferable that the handle cover according to ~~Claim 1~~ the first form includes the allowable area constructed of an overlapped portion in which a plurality of cover configuration strips are overlapped partly with each other as ~~stated in Claim 3~~ described in a third form. In this handle cover, the overlapping is released in such a manner that the overlapped portion is pushed away in response to the reception of the force of development and expansion exerted, for example, from the airbag when the airbag is deployed and expanded, and thus the airbag covered by the handle cover is uncovered. Consequently, when the airbag is deployed and expanded, deployment and expansion of the airbag toward the outside of the handle

cover is allowed. Such construction can realize a compact construction of the handle cover, which is effective for covering or uncovering the airbag.

**On page 4, please revise paragraph 14 beginning with line 1 as follows:**

The motorbike according to ~~Claim 4~~ a fourth form is specified as a motorbike provided with the handle cover ~~stated~~ in any one of ~~Claims 1 to 3~~ the previously described forms. Accordingly, the motorbike in which protection of the occupant may be thoroughly assured in case of accident is provided.

**On page 5, please delete paragraph 19:**

~~FIG.5 is a partial cross-sectional view of FIG.4.~~

**On page 5, please revise paragraph 20 beginning with line 1 as follows:**

FIG. ~~6~~ 5 is a drawing showing a state in which the cover body 126 is ~~deployed~~ torn at a thinned portion 126a in FIG.~~2~~ 4.

**On page 5, please insert the following paragraph after paragraph 20:**

FIG. 6 is a fragmentary, enlarged perspective view of a portion of the airbag and protective fabric extending thereabout;

**On page 5, please revise paragraph 27 beginning with line 7 as follows:**

Referring now to drawings, an embodiment of the present invention will be described in detail. FIG.1 is a drawing of a motorcycle 100 of a scooter type according to the embodiment of the present invention viewed from the occupant, showing a state in which an airbag apparatus 120 is mounted to the motorcycle 100. FIG.2 is a drawing showing the construction of the airbag apparatus 120 in FIG.1. FIG.3 is a drawing showing the construction of a cover body 126 in FIG.2. FIG.4 is a

cross-sectional view taken along the line A-A in FIG.3. FIG.5 is a drawing showing a state in which the cover body 126 is torn ~~deployed~~ at a thinned portion 126a in FIG.2. FIG.6 is an enlarged partial view of an airbag 122 in FIG.2. The motorcycle 100 in the present embodiment corresponds to an example of the "motorbike" in the present invention.

**On page 6, please revise paragraph 29 beginning with line 5 as follows:**

An area in front of the occupant, which corresponds the portion above the vehicle component 101 of the motorcycle 100 is defined as an occupant crush protection area 130 which functions when a front collision of the motorcycle 100 is encountered. In the present embodiment, the term "front collision" widely includes a state in which the motorcycle 100 collides at its front with an object ~~to be collided~~ (not specifically shown in the drawing as a matter of convenience) in front. The term "occupant crush protection area 130" in the present embodiment is defined as a space extending in a direction 10 toward the front of the motorcycle 100, the direction 10 being a direction in which the occupant is to be moved by a kinetic energy in case of front collision, for restraining and protecting the occupant from being thrown toward the front of the motorcycle 100 when the occupant is about to be moved toward the front of the motorcycle 100 by a kinetic energy upon the front collision.

**On page 8, please revise paragraph 39 beginning with line 9 as follows:**

When the motorcycle 100 on which the occupant rides is involved in collide accident in the direction of travel, the occupant is about to move (to be thrown) toward the front (the direction indicated by the arrow 10) of the motorcycle 100 as shown in FIG.1. In the present embodiment, the airbag apparatus 120 is activated upon detection of front collision, and projection (deployment) of the airbag 122 from the airbag apparatus 120 toward the occupant crush protection area 130

starts. When supply of expansion gas from the inflator 129 as expansion gas supplying means to the interior of the airbag 122, deployment and expansion of the airbag 122 starts. The state of the airbag apparatus 120 in the initial stage of deployment is shown, for example, in ~~FIG.4 and~~ FIG.7.

**On page 9, please revise paragraph 40 beginning with line 4 as follows:**

As shown in FIG.7, in the initial stage of deployment of the airbag apparatus 120, the first component part 123 of the airbag 122 is deployed and expanded while jumping out from the retainer 128. The state in which the airbag 122 is expanded while being deployed in this manner corresponds to "deployment and expansion" in the present invention. In this state, the second component part 124 disposed along the handle 104 is covered by the protective fabric 127 and the state of being stored in the cover body 126 is maintained, for example, as shown in FIG.~~5~~ 4.

**On page 11, please revise paragraph 48 beginning with line 4 as follows:**

In the present embodiment, since the construction in which the second component part 124 is attached to the handle 104 by means of the mounting device 125 is employed, the position of the airbag 122 which is completed in deployment and expansion is hardly displaced when restraining the occupant and, in addition, since the rigid handle 104 serves as a pressure receiving portion of the airbag 122, the load exerted to the airbag 122 from the occupant can reliably be received by the handle 104.

**On page 11, please revise paragraph 51 beginning with line 3 as follows:**

As shown in FIG.11 and FIG.12, the cover body 226 is constructed of a plurality of cover configuration strips 226a in advance, and the plurality of cover configuration strips 226a are partly overlapped, so that the overlapped portions

(lapped portions) 226b are formed. The overlapped portions 226b constitute the "allowable areas" in the present invention. In the cover body 226 of such construction, overlapping of the cover configuration strips 226a at the overlapped portion 226b is released by a force received when the second component part 124 is deployed and expanded, and thus the second component part 124 is uncovered. The uncovered second component part 124 is allowed to deploy and expand toward the outside of the cover body 126, and projects toward the occupant crash protection area 130. This state corresponds to the state in which "overlapping at the overlapped portion is released when the airbag is deployed and expanded, and thus the airbag is uncovered". Accordingly, deployment and expansion of the second component part 124 is allowed, and the entire airbag 122 is deployed and expanded at the occupant crash protection area 130. The size of the overlapped portion 226b (overlapped margin) may be determined as appropriate based on a force of deployment and expansion exerted to the body cover 126 by the second component part 124.